IN THE CLAIMS

The applicant elects to prosecute claims 1-15. Please cancel Claims 16-20, without prejudice or disclaimer, since these claims are directed to the non-elected method of loading a vehicle.

REMARKS

Claims 16-20 have been canceled, without prejudice or disclaimer.

Reconsideration is respectfully requested for Claims 1-15, the specification and claims having been, respectively, objected to or rejected under 35 USC 112. This objection and rejection of Claims 1-15 is respectfully traversed.

The Examiner, in his numbered paragraph 6(a), had commented that the pivot points do not define a parallelogram and it is unclear how the arm 40 maintains a fixed angle with respect to the enclosure wall 12 during translation. As will be discussed hereinafter, there is no need for a parallelogram in the present invention because as main beam 26 is rotated, the angle between the beam 26 and the arm 40 is continuously changing until they reach a stopping point. As a starting point concerning the operation of the various linkages illustrated in FIG.'s 1-3, it should be appreciated that the present invention works very much along the lines of a triangle having two sides and an imaginary third side which involves a varying dimension as the shaft 14 is rotated in one direction or the other. For this purpose, the Examiner's attention is respectfully directed to the enclosed Sketch "A" of a triangle having three vertices A, B and C, in which the line AB is analogous to the beam 26 in FIG. 2. The vertex C is approximately the point on the line BC (analogous to arm 40) to which the load 32 in FIG. 2 would be supported. The dotted

line AC represents the distance between the pivot 22 and the distal end of the arm 40, to which the load 32 is supported.

As shown in the second version of a triangle on the attached Sketch "B", the triangle is shown as having vertices A', B' and C'. If the vertex A is held stationery and the vertex B is moved down(by rotating the shaft 14 in FIG. 2), as shown by the vertex B', the distance A'C' is made greater than the distance AC. This concept is the same as that which is illustrated in FIG. 2 of the present application. By moving the vertex B' even further down, until it coincides with the dotted line A'C', the distance A'C' is made even greater. Except for the case when the vertex B moves down to coincide with the dotted line A'C', the dotted line A'C' will always be greater than the combined lengths of solid line AC, merely because a straight line is always the shortest distance between two points.

A third Sketch "C" is also enclosed, showing the effect of rotating a beam such as beam 26, in which the beam 26', which is used to pick up load 32', is rotated around a point 22'. Because the nature of rotating beam 26' follows a circular path having a given radius, the load 32' would also follow a circular path and not provide the desired result of keeping the load 32' away from the interior side walls 12' of an enclosed truck such as a van.

The Examiner's attention is now respectfully directed to a fourth enclosed Sketch "D" which is a simplified version of the apparatus illustrated in FIG. 2 of the present application. As illustrated in this simplified sketch, and which is also illustrated in greater detail in FIG. 2 of the application, when it is desired to move the load 32 into or out of an enclosed van having sidewalls 12, the beam 26, which pivots around pivot point 22 and the arm 40, creates two legs

of a triangle, such as the triangle ABC of sketch "A" wherein the dotted line AC corresponds to the distance between roughly the pivot point 22 and the attachment of the weight 32 to the arm 40. In the unloading part of the process, illustrated by solid lines, the load 32 is attached to the distal end of the arm 40 and the beam 26 starts to rotate in a clockwise manner about the pivot point 22. Because of the presence of the extension arm 48, which is pivotally connected near the end of the arm 40, and also to to the non-rotating pivot point 66, as the beam 26 rotates, the angle between the two ends 68 and 70 of the beam 26 and arm 40, respectively, start to go closer together to reduce the angle between end 68 and 70. In the ultimate end of the rotation cycle, the ends 68 and 70 are touching each other, as illustrated in the dotted line portion of Sketch "D", which makes the combined beam 26 and the arm 40 have their longest total distance from the pivot point 22, to the load 32. This process is a continuous one between a solid line portion of Sketch "D" and the dotted line portion of Sketch "D", such that with every degree of rotation between those two positions, the distance between pivot point 22 and weight 32, is continuously increasing, as illustrated with respect to the two triangles enclosed in Sketches "A" and "B". While the line 38 may not be a true straight line, it is substantially a straight line because of the fact of the dotted lone hypotenuse of the hypothetical triangle being varied with each minute rotation of the beam 26.

With respect to the question No. 6(b), link 46 is connected at all times (solid line and dotted line) between the beam 26 and the arm 40. The link 46 only has one function. It is fixedly attached to the arm 40 but it is pivotally attached by pivot point 44 to the beam 26. The function of the link 46 is to allow the arm 40 to pivot with respect to beam 26 to allow it to go from having an angle formed by end pieces 68 and 70, which, as illustrated, forms an angle of about 90 degrees, but which touch, or nearly touch, each other after the arm 40 has fully pivoted

up to be at the end of arm 26, as illustrated in FIG. 2 of the drawings and in the attached simplified Sketch "D".

Thus, the load can be moved into or out of an enclosed space such as the interior of a van without running into the walls of the van or interfering with the other equipment placed in the van. There is also enclosed a commercial flier of the applicant describing the present invention.

It is therefore respectfully submitted that all of this description of how the invention operates is fully described in the present application and is in compliance with 35 USC 112. Reconsideration of the specification and claims is therefore courteously requested.

Respectfully Submitted,

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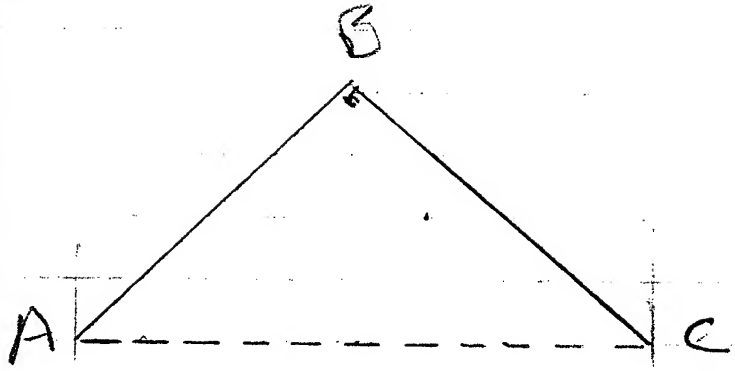
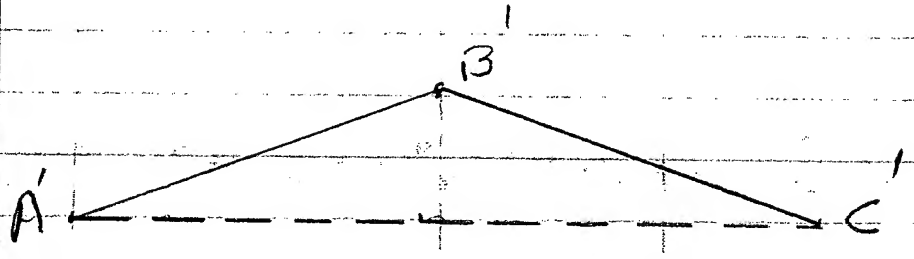


SKETCH "A"



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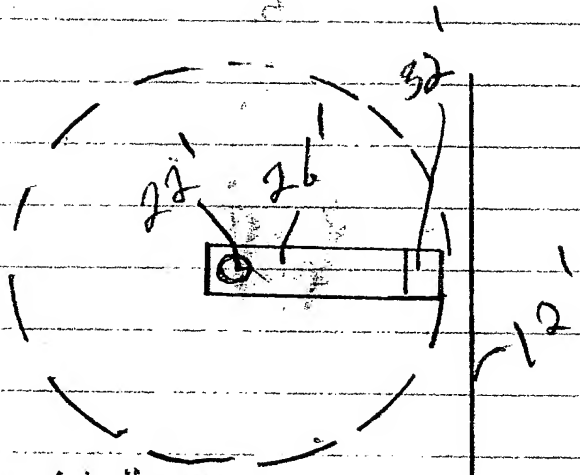

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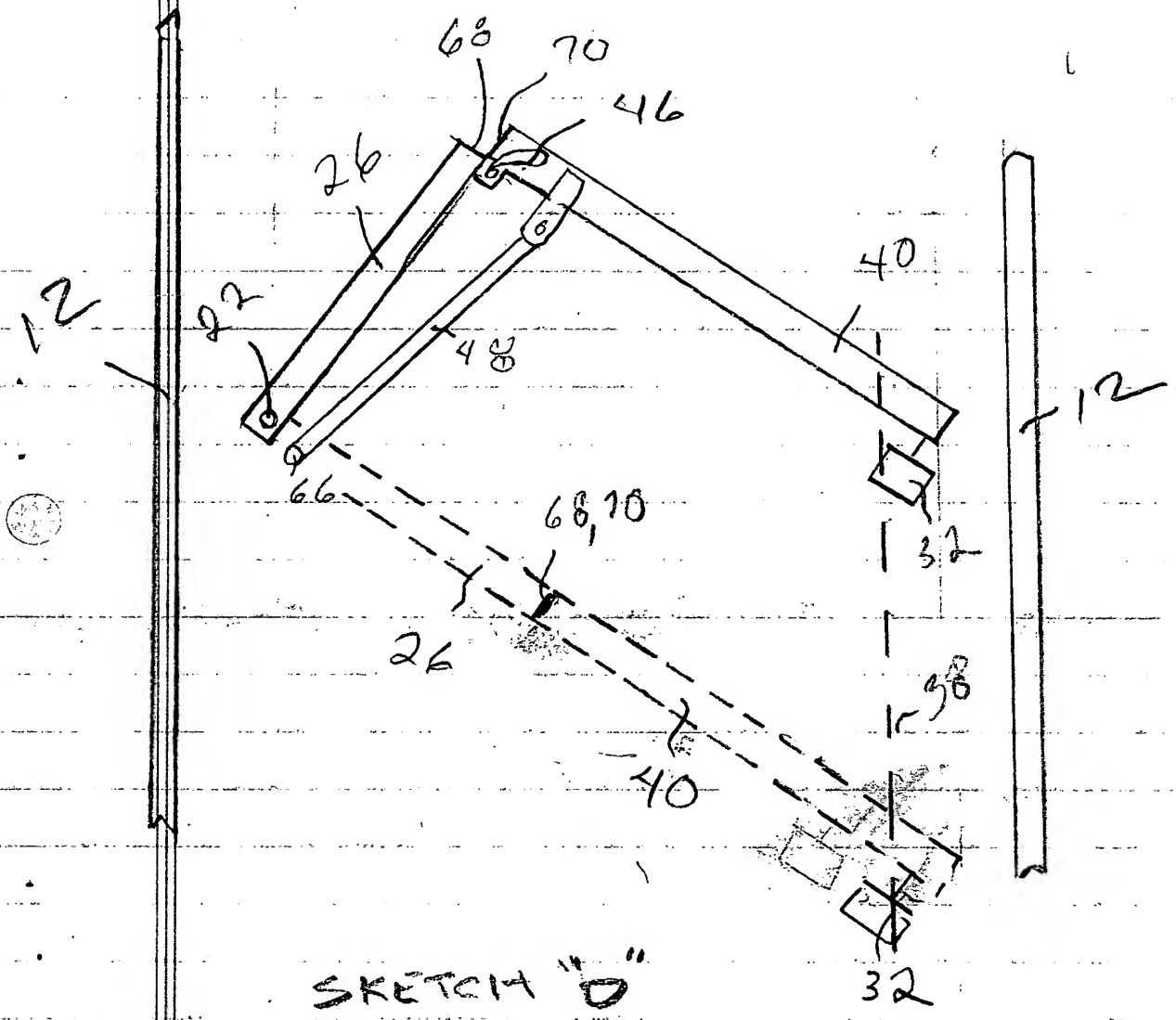

SKETCH "D"